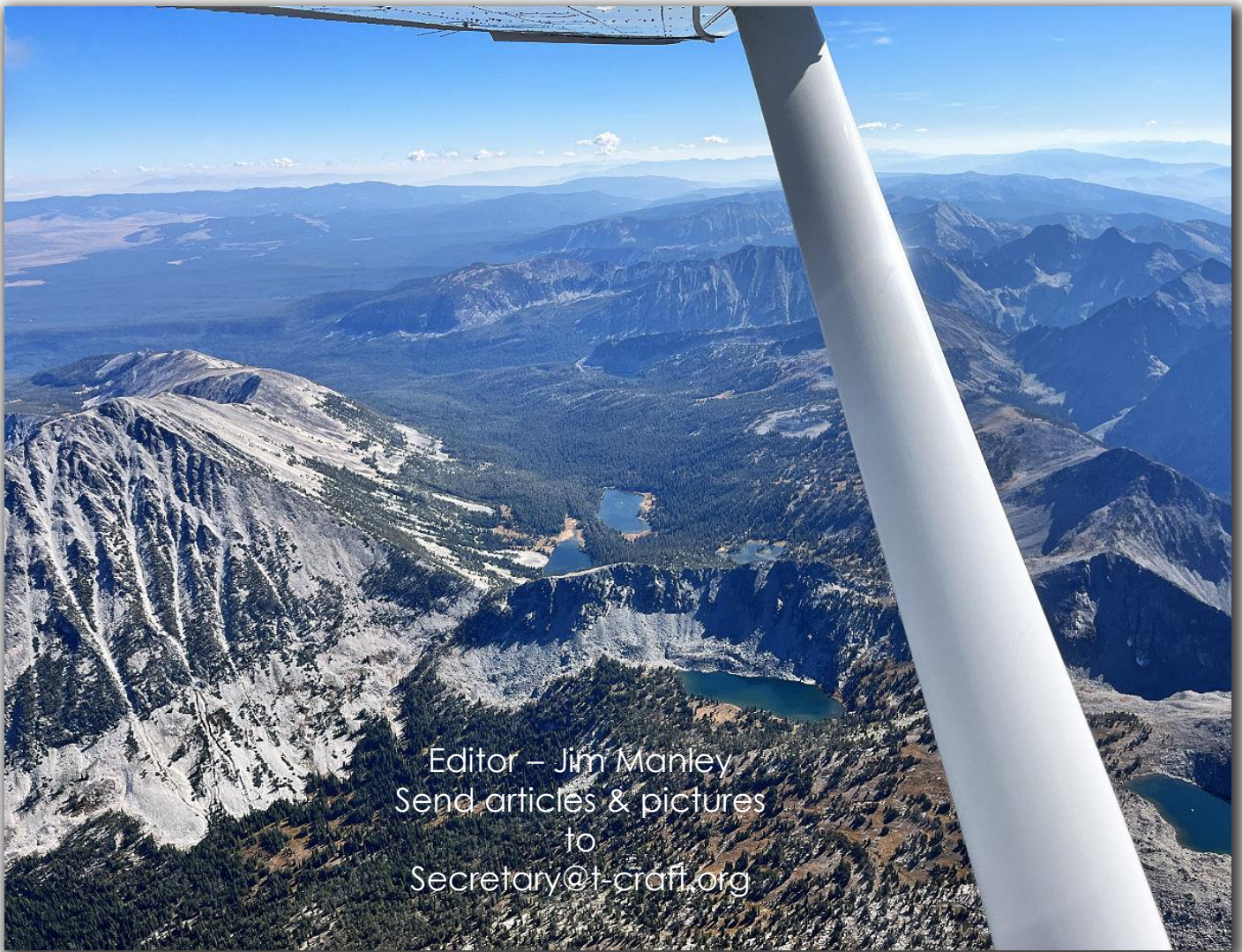


# T-Craft Aero Club

## Monthly Newsletter

February 2025

Putting Wings on Your Dreams



Editor – Jim Manley  
Send articles & pictures  
to  
[Secretary@t-craft.org](mailto:Secretary@t-craft.org)

## IN THIS ISSUE

<b>IMPORTANT NOTICES</b>	<b>3</b>
Jim Hudson Recognized for Outstanding Service on Board of Directors .....	3
T-Craft Constitution & Bylaws Mods .....	3
Board Election Results .....	3
Kent Murri Elected as T-Craft Director of Membership .....	4
IMPORTANT REMINDER - Winter Flying Hours Policy.....	4
Mountain Flying & Cold Weather Ops (webinar) .....	4
Maintenance Director’s Report .....	5
Enhancing the Most Important System (webinar).....	6
<b>CALENDAR &amp; CLUB STATS</b>	<b>7</b>
New Members.....	7
Resigning Members .....	7
Inactive Requests.....	7
Member Accomplishments .....	7
Member Stats.....	7
Member Ratings .....	7
The Month Ahead.....	7
Coming Events.....	7
<b>OPS PROCEDURES &amp; POLICIES: CLICK HERE</b>	<b>7</b>
<b>FUEL REIMBURSEMENT PROCEDURES</b>	<b>7</b>
<b>AIRCRAFT</b>	<b>8</b>
Aircraft Rates (Updated) .....	8
Aircraft Data.....	8
Aircraft Scheduling .....	8
Maintenance Squawks .....	8
Aircraft Care .....	9
<b>HANGAR SECURITY</b>	<b>9</b>
<b>MEMBER PIREPS</b>	<b>10</b>
Views From a Tuesday Flight .....	10
<b>TIPS, TRICKS, AND FUN</b>	<b>11</b>
How Two B-2 Bombers Arrive On-Time for Rose Parade .....	11
Ice Will Increase Your Stall Speed (video 00:03:51) .....	11
Hidden Hazard – Real Pilot Story (video 00:19:26) .....	11
Weather Reports Going Visual (info, tutorial).....	12
Aerial Attack Crucial to Fighting LA Fires .....	12
Flying a Skylane From Canada to Belize.....	12
Angle of Attack for Dummies.....	13
Top 10 Mistakes iPad Pilots Make .....	13
ForeFlight Advanced Map Challenge (quiz).....	13

## IMPORTANT NOTICES

### Jim Hudson Recognized for Outstanding Service on Board of Directors

(Submitted by Editor)

Outgoing Director of Membership Jim Hudson was recognized at the annual election membership meeting on 30 January. President Ben Rhoades presented him with a plaque thanking him for 16 years of diligent, faithful service. Fortunately, Jim will remain an active club member.



[Back to the Top](#)

### T-Craft Constitution & Bylaws Mods

(Submitted by Editor)

The following T-Craft Bylaws modifications were approved by the membership at the 30 Jan general meeting. They will be published on the website soon at this address: <https://www.t-craft.org/documents/reference/Constitution.pdf>

**Article V.2.d** shall be changed to read:

DIRECTOR OF HANGAR MAINTENANCE: Oversees and coordinates activities related to the club hangar.

**Article V.2.e** shall be added with the following text:

DIRECTOR OF SAFETY: Oversees and coordinates activities related to safety.

**Article V.3** shall be changed to read:

BOARD: The Board of this corporation shall consist of (5) directors and (3) officers. All shall serve as voting members of the Board.

**Article VII.5.b** shall be changed to read:

The directors shall be elected on a staggered basis and shall serve for a period of three (3) years EXCEPT as provided herein due to a need to fill a vacancy. The director's term of office shall begin and end with the annual meeting of the corporation.

**Article IX.1** shall be changed to read:

Annual Meeting: The annual (election) meeting of this corporation shall be held during the last week of January each year on the day, time, and at the place designated by the President.

[Back to the Top](#)

### Board Election Results

(Submitted by Editor)

The results of the annual Board of Director elections on 30 January 2025 are as follows:

- President: Incumbent Ben Rhoades was reelected unanimously for another term
- Treasure: Incumbent Ken Kaae was reelected unanimously for another term
- Hangar Director: Incumbent David Thomas was reelected unanimously for another term
- Membership Director: Candidate Kent Murri was elected unanimously

[Back to the Top](#)

## Kent Murri Elected as T-Craft Director of Membership

(Submitted by Kent Murri, Director of Membership)

The club membership elected Kent Murri to the position of Director of Membership at the 30 January general meeting. Kent is an Idaho native and Project Manager for an Architectural Firm. He describes his flying background as:

I started pilot training in 1987, my brother at the time was a CFII/MEI and we trained in his Cessna 150. I received 10 hours of instruction from my brother when the Cessna 150 went beyond TBO. He had just accepted a First Officer job with Southwest Airlines after being a Captain at Horizon Air in the DCH-8 200 and couldn't at the time fund getting a rebuild on the 150's engine. I discontinued pursuing my Private Certificate for quite some time as is the case for a lot of people, Life Happened. Around 1998, I met some people that were Hang Glider Pilots, it looked like a ton of fun, and I decided to get trained. I flew Hang Gliders for the better part of 6 or 7 years off and on until my son was born in 2004 when I stopped flying Gliders.

Fast forward to 2016, I decided to get back into aviation. I became a T-Craft Member at the end of March 2016 and started training with Jim Hudson. I received the PPL in September of 2017 and have since obtained my Class II membership and Backcountry Level II.

After spending a significant amount of time on the Avionics Committee and then being closely involved during the installation phase of the C182's, I decided that I would like to continue being part of the decision-making process to continue improving the Best Club in the Country.



[Back to the Top](#)

---

## IMPORTANT REMINDER - Winter Flying Hours Policy

(Reprinted from T-Craft Policy Manual)

**T-Craft Policy Section 5.6 says:** "During the months of December, January, and February, the monthly "use it or lose it" minimum flying charges may be combined in any of these three months. For example, if a member did not fly in December or January but flew the equivalent of three Revised – July 2024 Page - 9 - hours of 152 time in February, the December, January, and February "use it or lose it" dollars would be applied to the February billing period. The same is true if the 3 hours were flown in any of the three winter months. If a member did not fly in any of the three winter months, they will be charged for three hours of "use it or lose it" time in the February billing period."

PLAN AHEAD

- This policy gives us great flexibility during the worst winter weather
- January is month #2 of 3 months
- **February is month #3 of 3 months**

[Back to the Top](#)

---

## Mountain Flying & Cold Weather Ops (webinar)

(Submitted by FAAS team)

**Topic:** Learn about Hazards and Techniques for Mountain Flying combined with Cold Weather Considerations

**Time:** Wednesday, 12 Feb 2025, 18:00 MST

**Description** (Select Number: GL15134657) Jessica Meiris is coming to us from the mountain flying helicopter community to present on the factors that go into preparing and flying in this challenging environment. The hazards and challenges that mountain flying present to pilots are relevant to both airplanes and helicopters and will be discussed as such. In addition cold weather considerations will be touched on as the geographical and environmental challenges of this austere flying often go hand in hand.

To view further details and registration information for this webinar, [click here](#).

[Back to the Top](#)

---

## Maintenance Director's Report

(Submitted by Pete Glick, Director of Maintenance)

### \* The Golden Rule of Fractional Aircraft Ownership – “Leave it better than you found it.”

#### 1. T-Craft Maintenance Items

- a. **REPEAT:** Several of your fellow members were unable to turn on preheaters via the KASA App because the last person to fly didn't connect the heater cord after flight. This can cause delays and has in some cases resulted in cancellations that no one likes. Contact the last person to fly the aircraft if you are negatively affected.
- b. **Aircraft refueling.** We do it all the time, but there are still things we might learn. Please follow the link to the AOPA article below. While the article is dated, the information still applies. Their tips may just prevent a problem one day. Please note the part about not resting the fuel nozzle in the tank opening. The hanging weight can cause damage that requires an expensive repair. Also, a good technique is to rest the hose over your shoulder, rather than the leading edge of the wing. This is especially important on 21M with the Vortex Generators. It's easy to knock one or more off. Lastly, since it's raining outside as of this writing, use care to limit the potential for water to enter the fuel tank during refueling during or after rain.  
<https://www.aopa.org/news-and-media/all-news/1998/october/flight-training-magazine/aircraft-refueling>



**Ps...Who says you can't air to air refuel a Cessna?**

Photo credit: <https://airpressman.com/>

#### Scheduled Maintenance - \* As of 2/01/22025

2025 SCHEDULED MAINTENANCE				
N #	*100hr (til due)	Annual	Comments	
375	56	5/31/25	Next for Avionics install	
686	0	1/31/22	In-work	Est complete 2/7/25
64R	59	1/31/26		
93F	91	1/31/26		
93S	47	3/31/25		
21M	86	2/28/25	First interior work	
89E	47	5/31/25	Wing Repair in-work	

## 2. Aircraft Maintenance Status/Actions Since Jan 2025 Board Meeting.

375

- Next in Avionics mod. Estimated late Feb input
  - Replace PTT switch
- Install Reiff heater at engine change

64R

- Annual completed
- Tach fluctuates at high power settings (Requires Tach change)
- Primer stiff more than normal (Cleaned primer nozzles)
- Comm 1 static squawk

686

- **DOWN:** Annual is in-work
- Acft is hard to start
- Right tire worn
- Fuel leak left wing root
- Rear inter-comms intermittent (Left is worse)

93F

- Annual completed
- GFC Autopilot installed
- Both Mic switches replaced

93S

- **DOWN:** for mixture control knob is excessively stiff. Awaiting parts

21M

- 100 hr completed
- 4 missing VGs reinstalled/replaced
- Upper cowling fastener missing (installed)
- Nose strut serviced

89E

- **DOWN:** Left wing damage. Repair is in-work. Possible completion by end of Feb. Will require wing leading edge paint

[Back to the Top](#)

---

### **Enhancing the Most Important System (webinar)**

(Submitted by FAASTeam)

**Topic: Enhancing Pilot Performance**

**Time:** Tuesday, 11 Feb 2025, 19:00 MST

**Description** (Select Number: EA23134591)

Most aviation safety presentations focus on the operational aspect of flying. But this webinar will look at the most complex and the most important system in the aircraft, which is of course the pilot. More specifically, we will take a quick look at the cognitive skills we need to function and then see some ways to maintain and enhance those critical skills.

The host for the event will be Gene Benson, an internationally known flight instructor and human factors specialist. Two special guest presenters will also be on the flight deck. Lt. Col. Tammy Barlette is a retired US Air Force Fighter Pilot and graduate of the elite US Air Force Weapons School. Lashae Bacon is an eight-year US Army veteran helicopter pilot. Now a civilian and certified personal trainer, her focus is on fitness and nutrition and how it relates to human performance, especially pilots.

To view further details and registration information for this webinar, [click here](#).

[Back to the Top](#)

---

## CALENDAR & CLUB STATS

### The Month Ahead

February 2025

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

### Coming Events

**10 Feb 2025: Accounts due**

**20 Feb 2025: Board mtg 7 pm, T-Craft Hangar**

**20 Feb 2025: Accounts past due**

**25 Feb 2025: Last flight day in billing period**

**27 Feb 2025: Membership mtg 7 pm, Idaho Pizza Co  
7444 W Fairview, Boise**

[Click here for Full Club Calendar](#)

### New Members

Zach Bates-Class II

### Resigning Members

Bretta Robinson

### Inactive Requests

David Bettis

### Member Accomplishments

Isabella Blood – Private Pilot

Donivon Roberts – Commercial Pilot

### Member Stats

120 Members (after new members & resignations)

12 on Wait List (6 former members, 12-14 month wait, 43 on Notification List)

29 Class I Members (24%)

91 Class II Members (76%)

12 Inactive (voluntary suspension)

32 Suspended (26%, Includes 12 inactive)

88 Active flying members (cap: 14 x 7 = 98)

### Member Ratings

7 Student Pilots

73 Private Pilots

27 Commercial Pilots

13 Air Transport Pilots

49 Instrument Rated Pilots (not all are current)

## [OPS PROCEDURES & POLICIES: CLICK HERE](#)

## FUEL REIMBURSEMENT PROCEDURES

T-Craft will reimburse you \$5.70 per gallon for fuel purchased at a field other than KMAN

Fuel receipts from off-site fuel purchases need to be emailed (best way), texted, or emailed to Reggie Sellers, T-Craft Billing Director. Do not leave them in the office.

REMEMBER: When you fuel a club aircraft at KMAN, put the receipt in the red key bag. Do not share T-Craft's bulk rate with others.

[Back to the Top](#)

## AIRCRAFT

### Aircraft Rates (Updated)

(Rates Effective 26 Jan 2025)

- C-152 (110hp) N67375 \$ 70.00/hr
- C-172 (160hp) N13686 \$ 82.00/hr
- C-172 (160hp) N4464R \$ 82.00/hr
- C-172 (180hp) N1293F \$ 92.00/hr
- C-182 (230hp) N9989E \$ 135.00/hr
- C-182 (230hp) N7593S \$ 135.00/hr
- C-182 (230hp) N121M \$ 135.00/hr

### Aircraft Data

Aircraft information and documentation can be found on the club website by [clicking here](#)

### Aircraft Scheduling

#### Guidelines

- Schedule aircraft online at [ScheduleMaster.com](#) (login required)
- Schedule aircraft only for the time you intend to use it. Blocking out an aircraft so it will be available "just in case" makes it very difficult for other members.
- If you are flying multiple days, your number of hours flown should be equal to or greater than the number of days you have the aircraft scheduled for

#### Trouble scheduling aircraft?

- Use the notification function in Schedule Master to notify you of a cancelation so you can schedule the aircraft as soon as the cancelation is submitted.
- Schedule ahead of time; you can schedule 90 days in advance.
- For long trips, you can schedule up to 14 consecutive days, longer with board approval.
- Call the member who has the aircraft and time slot you want/need and see if they can swap or may already be looking at canceling the flight but haven't canceled yet.

#### 90-Day Attendance Requirement

- Schedule Master (under the Status tab) has a field that shows the date that your 90-day attendance will expire.
- You'll get a notification via email 30 days prior to that date from Schedule Master. You will also get a message after that notification when you log on to Schedule.
- Your flying and scheduling privileges will be suspended if you do not attend a club function prior to, or on that date in the 90-day attendance box.
- Membership meetings, board meetings, and other club functions count as credit for attendance.

[Back to the Top](#)

### Maintenance Squawks

How to check squawks

- Login to [ScheduleMaster.com](#)
- Click on the colored triangle immediately to the left of the aircraft's registration number
- Read the open squawks
  - Green = low urgency
  - Yellow = medium urgency
  - Red = aircraft grounded
- Click on an individual squawk for details
- to amend or comment on the squawk. entry unless

How to register a squawk



- Click on the colored triangle immediately to the left of the aircraft's registration number
- Click on the + sign to the right of the word "Squawks"
  - If it's a new squawk
    - Give the squawk a title
    - Enter a description
    - Click your estimation of the urgency
    - Click OK
      - Notify Pete Glick, T-Craft Director of Maintenance, by text or telephone if urgent, email if routine
  - Amend an existing squawk (Do not duplicate existing squawks)
    - Click on the squawk name
    - Click on the + sign to the right of the squawk name
    - Enter your comments in the New Comment space
    - Click OK

[Back to the Top](#)

---

## Aircraft Care

### Pre Flight

- Use the aircraft checklist
- Do not fill oil to POH level, use T-Craft checklist level

### Post Flight:

- Install control lock
- Install pitot tube cover
- Place elevator trim in takeoff position
- Place rudder trim in center position (C-182 only)
- Place fuel selector on both
- Open cowl flaps (C-182 only)
- Confirm Master Switch off
- Clean up aircraft interior
- Fasten seat belts
- Shut windows
- Clean windshield
  - Clean the windshield only with Pledge in the yellow cans.
  - Use only vertical strokes. Do not use circular strokes.
- Debug leading edges of wings, struts, engine cowling, and spinner
- Lock all three aircraft doors
- Place key and aircraft credit card in red bag
- Place fuel receipts (from KMAN) in red bag
- Return red bag to key box in hangar office

### Check Lists:

- Aircraft checklists are available on the club website - [click here](#)
- You are encouraged to print out your own checklist.

[Back to the Top](#)

<h2 style="margin: 0;">HANGAR SECURITY</h2>
---

- **Hangar (Preflight and Post Flight)**
  - Always flush bolt the doors (wings and mains) when removing an aircraft from the hangar
  - Always flush bolt the doors (wings and mains) when returning an aircraft to the hangar
  - Always make sure that all flush bolts are engaged after closing the doors (leaving or returning)
  - The aircraft logs are secured in the office safe and the combination is the same as the door code.
  - Heaters set up correctly (in season)
    - Check that the red light is on at the yellow outlet box
    - Do not tie any knots in the pull cord for the yellow electrical box.
    - Never release the yellow box and allow the cord to retract without resistance.

- **Tug:**
  - You must be checked out on the yellow Tug before using it. Please contact a board member for checkout if needed. Checkout form must be completed, signed and on-file.
  - Always park the tug in its assigned location and plug it in for charging.
  - Always take your time with the tug. It will move quick and that can cause problems if not careful.

## MEMBER PIREPS

### Memorable Flights, Achievements, Reflections, & Lessons Learned from Difficult Flights

#### Views From a Tuesday Flight

(Submitted by Ken Kaae, T-Craft Treasurer; Photo credits: Gail Kaae)

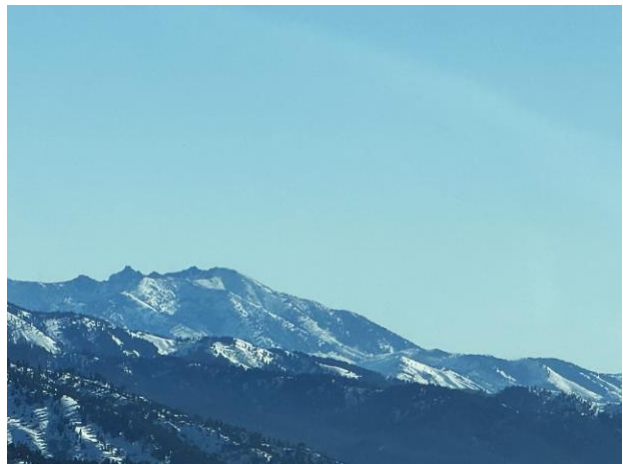
“Oh the places you’ll go...”



**Lucky Peak Reservoir**



**Arrow Rock Dam**



[Back to the Top](#)

## TIPS, TRICKS, AND FUN

### How Two B-2 Bombers Arrive On-Time for Rose Parade

(Reprinted from Los Angeles Daily News)



From precise timing to coordination with air traffic control, former B-2 pilot Col. Butler provides a behind-the-scenes look at how the Air Force executes this awe-inspiring tradition with military precision. [Read more...](#)

[Back to the Top](#)

---

### Ice Will Increase Your Stall Speed (video 00:03:51)

(Reprinted from AOPA ePilot)

Hear from weather expert and AOPA Pilot Magazine writer, Tom Horne, on the dangers of flight into "known icing" conditions and what you can do to escape those conditions with your life. [See the video...](#)



[Back to the Top](#)

---

### Hidden Hazard – Real Pilot Story (video 00:19:26)

(Reprinted from AOPA ePilot)



Pilot Dan Bass reflects on a haunting flight in his Mooney when he was overcome by carbon monoxide poisoning and lost consciousness while airborne. In this real pilot story, Dan shares the incredible tale of the collective circumstances that led to the accident and his miraculous survival after he woke up in a snow-covered field in the bitter February cold. He reviews the lessons he learned, including the importance of installing a carbon monoxide detector to prevent a similar mishap from occurring. [See the video...](#)

[Back to the Top](#)

---

## Weather Reports Going Visual (info, tutorial)

(Reprinted from AOPA ePilot)

The National Weather Service will retire the text-based traditional alphanumeric code, or TAC, airmet and area forecast (FA) reporting systems, for the continental United States, effective January 27.

[Read more...](#)

[Link to Tutorial...](#)



[Back to the Top](#)

## Aerial Attack Crucial to Fighting LA Fires

(Reprinted from AOPA ePilot)



When the wildfires broke out on January 7 across Los Angeles County, the unprecedented force of the Santa Ana winds delayed the aerial firefighting response. Although winds reached 100 mph at their peak, the grounding left many members of the public, mostly nonpilots, wondering why the aerial responders couldn't fly. [Read more...](#)

[Back to the Top](#)

## Flying a Skylane From Canada to Belize

(Reprinted from Air Facts Journal)

*"Hey, do you want to go to Belize?"*

*"What? Sure!"*

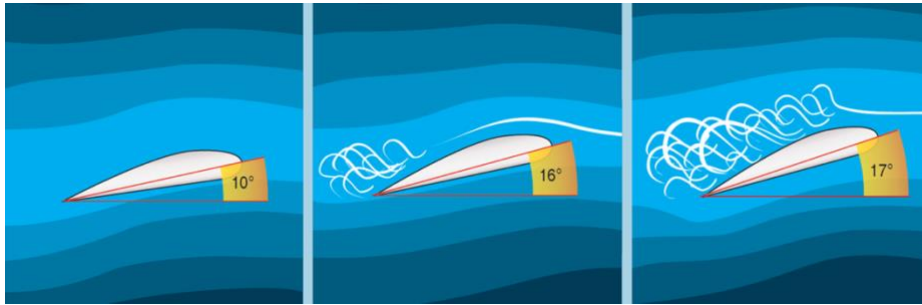
This was the actual conversation that started the journey for this green commercial pilot. The year was 2017, and I was two months into my first pilot job flying skydivers in the C182 at a small Canadian drop zone, when my boss approached me with this question. Our company had been offered an opportunity to fly a winter contract in Belize running the same skydive operation for the winter months of our off season, and we were quite excited about the prospect. This would require ferrying our little Cessna all the way down there, and I was eager and a bit nervous in anticipation of this daunting task. The final route flown took me 3,600 nautical miles from [Read more...](#)



[Back to the Top](#)

## Angle of Attack for Dummies

(Reprinted from Air Facts Journal)



We've all had the experience of sticking a hand out of the car window. When we turn our hand at an angle to the wind, the wind pushes up on our hand, but if we turn our hand at too great an angle, the pushing up disappears. That's like how an airplane wing generates lift. The amount of lift depends on

both the speed of the air and also on the angle at which the air flow hits the wing. The pilot controls that angle with the control wheel or stick: pull back for a steeper angle, forward for a shallower angle. [Read more...](#)

[Back to the Top](#)

## Top 10 Mistakes iPad Pilots Make

(Reprinted from Sporty's Pilot Shop)

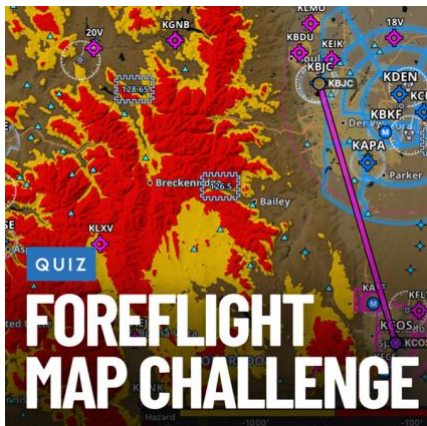
Everyone was once a beginner with the iPad (even if some of us don't like to admit it). And like most things in life, we move from beginner to expert by trial and error. Along the way, many of us made some mistakes with the iPad and aviation apps. But don't feel bad – most pilots make the same ones at least once. Here's our list of the 10 most common mistakes. [Read more...](#)



[Back to the Top](#)

## ForeFlight Advanced Map Challenge (quiz)

(Reprinted from Sporty's Pilot Shop)



ForeFlight's moving map screen provides nearly every piece of information a VFR or IFR pilot needs over the course of a flight. Take our latest quiz and see if you know how to access some of its hidden features. [Read more...](#)

[Back to the Top](#)